

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description *from TIP, RTP, and/or project documents*

RTIP ID#: SBDLS05_Amethyst

It is proposed to widen Amethyst Road to provide one through lane with left and right turning pocket, a right turn lane on eastbound SR-18, and a traffic signal and safety lighting at the intersection of State Route (SR) 18 and Amethyst Street in the City of Victorville

Type of project *see list below*

Widen intersection and install traffic signal

County: San Bernardino	Narrative Location/Route & Postmiles: Caltrans Projects – EA#:	PM 98.8 482400
Lead Agency:		
Contact Person Tony Louka	Phone# (909)	Fax# (909)
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Decision Desired *Check appropriate box below*

PM2.5		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern
PM10		MAYBE Project of Air Quality Concern		NOT Project of Air Quality Concern

Federal Action for which PM Analysis is Needed *Check appropriate box and describe in Comments below*

X	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
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Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	ENG	ROW	CON
Start	1/99	4/2000		1/2001
End				

Project Purpose and Need (Summary): *Attach additional sheets as necessary*

Existing traffic control at the intersection of State Route (SR) 18 and Amethyst Road is handled by Stop signs on the local street. There have been numerous accidents at the intersection with majority of those being 'broadside' accidents. Broadside and side swipe collisions account for the highest accident at this location. Broadside accident is considered correctable with signalization. The purpose of the project is to reduce the severity and number of accidents by installing the traffic at this location.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

SR-18 begins at Interstate route 10 near the City of San Bernardino, crosses the San Bernardino Mountains and high Desert to its terminus at Route 138, near Ilano in Los Angeles county. SR-18 is a two to four lane conventional highway, east and west oriented highway and expressway. The route traverses the cities of San Bernardino; Big Bear Lake, Victorville and the communities of Lucerne and Apple Valley. In the vicinity of project the SR-18 is a four lane conventional highway in an east-west direction with left-turn pockets serving local and recreational traffic traveling through the region. Amethyst road is a two lane north south road, function as secondary street that serves local businesses, residents and school districts in the area.

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year) Existing (1998) LOS is D; ADT Existing= 23,100, Truck Not available
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) NO Build Horizon year (2020) LOS is E; ADT Horizon year (2020) =39,400, Trucks% not avail. ADT Horizon year (2025) =41,400, Trucks% not avail; Horizon year (2025) LOS is D
If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year) If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):
Describe potential traffic redistribution effects of congestion relief The proposed project is intersection signalization project that aims not to increase capacity rather it will increase traffic operational efficiency and reduce delays and number of traffic accidents experienced at the intersection by installing traffic signal lights
Comments/Explanation/Details <i>Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate</i> According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii): <ul style="list-style-type: none"> Intersection channelization project, traffic circles or roundabouts, <u>intersection signalization projects at individual intersections</u>, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>
<i>Roadway realignment</i>	
<i>Bus, rail, or inter-modal facility/terminal/transfer point</i>	
<i>Truck weight/inspection station</i>	
<i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i>	

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*

- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*